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 Queen's Road Central.
 Hong Kong, 16th March, 1945

Intimations.

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LIMITED.

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ALEXANDRA BUILDINGS.

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ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

[32]

JOHN ROBERTSON & SON, LD.

J. R. D.

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GOLD & SILVER

MEDALS,

AT THE

CAPE TOWN INDUSTRIAL

EXHIBITION.

DOES THIS PROVE OR NOT THAT

WE SELL ONLY THE BEST?

GREGOR & Co.,

WINE MERCHANTS,

HONGKONG.

Hongkong, 10th May, 1905.

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BIRTH.

On the 29th April, at Singapore, the wife of A. L. K. VAN RENESSE, of a daughter.

MARRIAGE.

On the 27th April, at Singapore, BERTIE CECIL MARSH, to FLORENCE MARY WILLIAMS-ROBERTSON, niece and adopted daughter of Colonel Robertson, of Melbourne, Australia.

DEATH.

On the 28th April, at Kuala Lumpur, MARGARET ANNABEL, wife of Logan Tod.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 10, 1905.

KAMRAH AND HONKOH BAYS.

During the past few months there has been a great shifting of the balance of power in Europe, owing, first, to the war between Russia and Japan, and, secondly, to the entente cordiale between England and France. Everyone must have noticed that the Dual Alliance between France and Russia has been growing weaker day by day, and although much has been made out of the alleged breach of neutrality on the part of France in permitting the Baltic Fleet to remain for so long in territorial waters along the Annam Coast, the reassuring statements from the Government of Indo-China should go far towards minimising the danger of international complications, which at one time looked so threatening. It is but natural that the Japanese Government should regard the coaling of the Baltic Fleet in such waters as a serious breach of neutrality, and in the earlier stages of the squadron's long journey to the Far East undoubtedly communicated with the several European governments in this sense. These communications were viewed in the nature of a formal protest, and the Governments addressed have certainly been given to understand that, in the, now improbable, event of the fleet doing damage to Japanese commerce claims for compensation would be lodged against the Powers concerned by the Mikado's Government. Meanwhile, the British Admiralty have not lost sight of the possibilities of complications arising and long since caused inquiries to be made, with the view of ascertaining the particulars of all the ships, with their crews, of British register and origin, attending the Russian warships as transports or colliers. It was recognised in official quarters that the capture or sinking of any of these British ships might raise very delicate questions, notwithstanding, of course, that such ships by engaging themselves to the Russians, might have placed themselves out of British jurisdiction. It may be assumed, however, that vessels engaged in this trade, after discharging their cargoes will clear out to neutral ports as in the case of a couple of colliers arriving here yesterday, as it may be taken for granted that nine-tenths of them would be unable to offer any resistance to the Japanese who would capture rather than sink them. When once the transports have discharged their cargoes and left the dangerous vicinity of the Russian fleet and entered a neutral port such as Hongkong, the difficulty of again getting off with a contraband cargo will be found to be more real than apparent.

LOCAL AND GENERAL.

THREE further cases of plague were notified as having occurred in the Colony during the past twenty-four hours.

THE chaplain of the Missions to Seamen began to acknowledge with thanks the following gifts to the Seamen's Institute, Wanchai:—R. A. B. Ponsonby Esq. 2 parcels of books for the library; the proprietors of the *Hongkong Telegraph*, *China Mail*, *Daily Press*, and *S. C. M. Post* one copy of the paper daily, and Messrs. Gregor & Co. one case of lemon squash.

NEGOTIATIONS are, says the *British North Borneo Herald*, in progress with the Sabah S. S. Company, by which it is hoped that Sandakan will get a weekly mail service. The N.D.L. steamers run regularly every fortnight and the Sabah boats will probably follow seven days after each N. D. L. instead of leaving Sandakan on the 1st and 16th of each month as formerly.

THIS morning Sergeant Watt placed Chin Heung, a youthful Chinaman, before Mr. F. A. Hazeldan, on the charge of loitering about the grounds of the Government Civil Hospital, about half-past ten o'clock last night. He had no plausible defence to set up, and His Worship sentenced him to pay a fine of \$100, or three months' imprisonment, and six hours' exposure in the stocks.

A VERY diminutive Chinese boy and an ordinary-looking Chinaman were this morning placed by Inspector Gauld before Mr. G. N. Orme, the lad charged with stealing two yards from a Japanese curio dealer, Praya East, and the latter, a second hand furniture dealer, 404, Lower Lascar Road, with receiving the same well-knowing them to have been stolen. The man said he bought them from the boy for \$3, but the boy said he was only paid \$1.30 for the yards. The boy admitted his theft of the same. The case was remanded, the lad in custody, the man being released on bail of \$300.

A PROSPECTUS is issued by the Associated Newspapers, Limited, with a capital of one million six hundred thousand pounds, for the purchase, carrying on and developing of the *Daily Mail*, established in May 1896; the *Illustrated Mail*, established in July 1899; the *Overseas Mail*, established in November 1904; and the *Evening News*, in 1881; the *Weekly Dispatch* in 1901, all belonging to the Harmsworth Brothers. The profit thereon averaged a hundred and fifty-two thousand pounds per annum from October, 1891, to October, 1894. The purchase price is one million and three hundred and seven thousand pounds, of which one million and seventy thousand is for the goodwill.

THE April number of the *South China College* contains much interesting material and quite a number of portraits of those associated with the teaching of the rising generation of China. The Rev. J. A. Sibley, secretary of the committee, furnishes an account of the fifth triennial meeting of the Educational Association of China, and remarks upon the "wonderful opportunities to influence the youth of this great empire through educational institutions and to prepare them for useful and important positions in church and state." Mr. W. W. Yen writes on the educational outlook in Shanghai, and another contributor has much of interest to say in connection with the school for blind girls at Kowloon. An editorial on teaching religion is a feature of the magazine.

NAVAL NOTES.

At 11.15 a.m. to-day the British battleships *Glory*, *Ocean* and *Centurion*, the cruisers *Hogue* and *Andromeda*, and a torpedo boat destroyer left the Admiralty anchorage and proceeded through the Lyemum Pass to Mirs Bay.

Shortly after three o'clock this afternoon another British destroyer left the harbour via the Lyemum Pass, presumably to join the Fleet.

THE "SULLY."

From the *Courier Saigonais* we learn that no attempt will be made to refloat the *Sully* until the 20th inst., when advantage will be taken of the high tide in the morning, with the assistance of the cofferdam now on its way to the Bay of Along, to get the cruiser out of her perilous position. The meteorological report of to-day's date forecasts fine weather and, as it is expected that, at the outside, the *Robert Cook*, with the pontoon will not take more than five days to reach the scene of the wreck with the continuance of favourable weather conditions success may attend this last attempt to save the valuable warship.

FIRE AT KOWLOON.

Quite a stir was occasioned in Kowloon shortly before twelve o'clock to-day when it became known that a fire had broken out on the water front. Thick clouds of white smoke were seen rolling up close to the Hongkong and Kowloon Wharf, and Godown Co.'s premises, and it was at first thought that one of the godowns was in flames. It soon became known that this valuable property was not even threatened as the fire was confined to a match shed at Tsim Tai Tau, erected at the foot of the small hill on which an outbreak occurred some two years ago. The Fire Brigade in charge of Capt. Lyons went across the harbour and with the aid of the Yau-mat police and a couple of steamers soon had the flames subdued. It is believed that the origin of the fire was due to spontaneous combustion in a quantity of coal stacked in the match shed. The damage does not amount to much.

NEW DEPOT SHIP

FOR HONGKONG.

Among the arrivals of naval ships this morning was H.M.S. *Hecla* which was commissioned at Portsmouth early in March by Captain E. F. B. Charlton, for service as a torpedo-depot and repair ship on the China Station. She was recently re-fitted throughout, and her work shops brought up to date. The *Hecla* formerly discharged a similar duty on the Mediterranean Station, and was in the bombardment of Alexandria on July 11th, 1882. She will be stationed permanently at Hongkong.

THE BALTIC FLEET.

FULL SPEED WITHOUT LIGHTS.

Reports of the movements of detached portions of the Japanese fleet in Northern waters continue to be brought by incoming steamers. The Norwegian ship *Dagry* which entered port at half-past seven this morning reports that a few days after leaving Chefoo, when to the east of Formosa a small ship believing to be a Japanese torpedo-boat destroyer was observed under full steam with all lights extinguished.

THE THIRD SQUADRON.

Captain Davies, of the *a.s. Ningchow*, which left Singapore on the 5th inst., and arrived in port at noon to-day, reports that according to signal the Third Baltic Squadron, consisting of four battle-ships and two cruisers and about seven colliers passed through Singapore at 5 a.m. on that day. On the voyage up he saw nothing of either the Russian or Japanese fleets.

HONGKONG AND SHANGHAI BANK.

Owing to his departure for home, Mr. H. E. Tomkins, chairman of the Hongkong & Shanghai Banking Corporation, resigned his seat on the Board of Directors. Mr. H. A. W. Wade, deputy chairman, has been elected chairman in his place, and Mr. A. Haupt has been elected deputy chairman. Mr. F. Salinger (of Messrs. Reiss & Co.) has been appointed in the seat on the Board vacated by Mr. Tomkins.

HOMEROUND BOUND.

ROYAL MARINE DROWNED.

THE VOYAGE OF THE "BARFLEUR."

[From Our Correspondent.]

Perim Island, 16th April.

On Friday, the 7th inst., H.M.S. *Barfleur* with time-expired men from the China Squadron left Colombo and shaped a course for Perim Island. Smooth seas and pleasant breeze from S.W. prevailed, followed by moderate seas. On the 13th inst. wind shifted round to E. by N. All went well after leaving Colombo, until the morning of 10th inst., at about 10 o'clock. The bugle had just sounded, summoning the crew to their guns for general quarters, when the startling cry of man overboard was heard. The patent life buoy was at once dropped, the engines stopped and put to full speed astern. Both life boats were manned and lowered as quickly as possible, and by this time everyone was on the upper deck and it was whispered around that one of the invalids had jumped overboard. This proved to be correct. Private Alfred Watt, of the Royal Marines, who was suffering from disease of the brain, while taking an airing on the fore-castle in charge of a keeper had broken away and jumped overboard before any one could stop him. One man managed to catch hold of him, but he quickly shook himself clear and took the fatal plunge. As only a slight sea was running, it seemed that he would be picked up but, he was suddenly lost sight of and on the boats arriving only his cap was found floating close to where the patient buoy was sinking. He had disappeared and was never seen again. Some mention was made amongst the hands of sharks, as plenty are known to infest the Indian Ocean, but it is generally supposed he became exhausted and sank to rise no more. No sharks had been sighted neither did any appear subsequently.

After the ship steaming in circles about the spot where he was last seen, the boats pulling about in different directions without finding any further traces, they returned to the ship and were then reluctantly hoisted, and the ship, over which a gloom seemed to settle, proceeded on her course. Private Alfred Watt originally belonged to H.M.S. *Ocean* and was sent from that ship to hospital suffering from weakness of the brain. He was taking passage home as an invalid with H.M.S. *Vengeance*'s ship's company, and lately seemed to be getting more rational, although it was acknowledged the disease was permanent and his complete recovery was regarded as hopeless. At an investigation held by Captain L. Stuart, assisted by Commander G. Gaunt, the Fleet Surgeon, and other officers, the man who was with, and in charge of, deceased at the time he jumped overboard was exonerated from blame. A Court of Inquiry will, no doubt, be held.

H.M.S. *Perseus* was sighted on Saturday, 14th inst., at 8 p.m., about 50 miles to the S.E. of Aden. After making her name and official number by masthead lamp she signalled bound for Colombo and Sydney, also, that the Russian Fleet had been sighted 100 miles from Singapore. It was rumoured fighting had taken place, but no results were obtained. She also flashed "Wish you a pleasant voyage home." We arrived here to-day at 9 a.m. and are prepared to coal as soon as lighters come alongside. H.M.S. *Perim* is here. During the trip H.M.S. *Barfleur* has made a very good passage, doing 38 revolutions, her speed averaging about 10.5 knots with a coal consumption of about 72 tons per day. Everything working well, the ship's company settled down and drills, etc. were carried out satisfactorily. It is intended to try to gain a day on the programme to Port Said. We were actually to arrive here on 17th inst. and so are a day early. At 10 a.m. coal arrived alongside and we are proceeding to sea at 6 p.m. to-day after taking in 450 tons coal.

A CHINESE fireman belonging to one of Messrs. Butterfield and Swire's launches was charged, before Mr. F. A. Hazeldan this morning, with the theft of a blanket and a belt containing 35 from the Post Office steam launch. He was sent to one month's hard labour.

FIGHTING THE PLAGUE.

HOW THE INDIAN GOVERNMENT STRIVES AGAINST PREJUDICE AND IGNORANCE.

It is difficult for people in England, accustomed to modern sanitation and public health measures, to grasp the extreme difficulty attendant upon attempts to control the spread of plague in India.

My own experience of plague measures was recently obtained in the Punjab, among the villagers who furnished the soldiery and cultivate the vast grain-producing areas which constitute this province. Apart from purely humanitarian reasons, it is obviously of the greatest importance to put an end to the serious mortality which is proceeding among such an important class, and it was to this end that a special campaign was entered upon by the Punjab Government a year or two back.

One or two civil servants and a medical officer were off to each district, aided by English medical officers specially engaged. It was the duty of certain of these officials to visit villages reported as newly infected, and satisfy themselves as to the presence of plague, to ascertain how it was introduced, and to endeavour to limit the spread of infection.

Delay in the furnishing of information and its usual unreliability when furnished formed initial difficulties. The villager is a hardworking, but ignorant agricultural labourer, and except in villages of considerable size, he has no skilled medical advice. He does not recognise mild cases of plague, and many severe attacks are put down to "fever." Indifference, fatalism, and a natural bias towards concealment also contribute to delay in reporting the outbreak.

SPREADING DISEASE.

One of the means of spreading the disease between the villages is the habit of women going to condole with the relatives of a friend dead of plague. They will sit in the hut with the corpse, and then convey plague to their own village.

Much is laid to the door of the rats, and one was often told by the natives that they had noticed the death of the rats before the first human case occurred.

The spread of contagion within the village itself is simple. A village consists of clusters of huts of sun-dried mud, without windows or chimneys, or through ventilation, and separated by narrow lanes. In and out of these huts the people "burrow," regardless of infection, and dust and flies are everywhere to assist. The plague officer has often to dismiss a large following of villagers, who will accompany him willingly to infected houses.

The plague officer gives general advice as to the management of cases, the burning or disinfection of infected material, and information as to the depositions from which disinfectants may be obtained. If possible, the officer ensures the cleansing and disinfection of huts, and if he is very successful the village evacuates—i.e., goes into camp till the outbreak is over. This may not be possible on account of the weather, or there may be no hutting materials locally available.

But when the officer's back is turned there is no guarantee that his advice and instructions will be carried out, so that, obviously, preventive measures are most desirable, and formed the most important part of the campaign inaugurated by the Punjab Government.

USEFUL INOCULATION.

The inoculation of Haffkine's plague prophylactic is comparable with vaccination against small-pox, and, from personal experience, I can say that the discomfort is practically over in three or four days, and seldom seriously interferes with one's movements. Unfortunately so far, its protection does not last longer than six months, and, as plague recurs each year after the rains, re-inoculation is necessary each season.

Two circumstances militated against success—the well-known Mulkowal mishap and the absence of compulsion. The former, whereby a number of people died from tetanus, was much less serious in point of numbers than is generally supposed, but such news spreads rapidly through the bazaars, and is also disseminated by the native Press.

A systematic inoculation tour of his district was the chief duty of each medical officer, accompanied by a native agent and staff. In each village assistance was rendered by the official headmen and local people of standing, and their desire to stand well with the Government, together with the native passion for a written testimonial, often stood the inoculating officer in good stead.

The attitude of the people varied. At times the operations were attended by cheerful assistance and applause, but generally "passive resistance" was met with. Native dislike of a new thing would account for much opposition, they do not fear vaccination against small-pox to which they are now accustomed.

FEAR OF THE GOVERNMENT.

Some believed the campaign to be a Government design to reduce the surplus population, and occasionally that the inoculator would poison the wells. Many readily consented to inoculation on being assured that they would become neither blind nor children. Speaking generally, the Mussulmans, as compared with the Hindus, and especially with the Sikhs, although high authorities within their faith state that there is nothing in the nature of inoculation inconsistent with the principles of the Koran.

Kismet, too, created a difficulty; how can one argue with "If I die, I die"? Moreover, local priests have impressed upon their people that the inoculated would become religious outcasts after death. A Hindu interpreted this to me as a desire for burial fees.

The Purdah system of seclusion among some classes of women was also a difficulty, though occasional ones were able to overcome this by private inoculation.

Previous experience of plague and inoculation has taught something, as the occasional voluntary evacuation of a village and request for inoculation proves, but it is slow and costly. But the fear, prejudice, and ignorance of the peasantry are to be overcome, and this, perhaps, might result from the fuller education first of the more intelligent and influential classes. Such demonstrations as that at the exhibition at Bombay on the nature and preparation of the vaccine should be of great value, and might, perhaps, be supplemented by the circulation of printed information bearing on the question.—By a Health Officer.

HORSES FOR HONGKONG.

A BIG COMMENT.

Not many weeks since we printed a Reuter telegram in our columns announcing that the Japanese Government has ordered ten thousand horses from Australia to be brought to Hongkong and taken north. We now learn that one consignment is on the way to this port and judging by the Australian papers some lively scenes were witnessed at Sydney early last month, says a writer.—It is not every day that 1,000 horses are shipped in one boat at Sydney for export, as was the case on Friday, when the 4,000-ton steamer *Virginia*, belonging to Messrs. Houlder and Company, took this number on board at Darling Island for Hongkong. Getting the animals aboard presented an animated picture, and some lively incidents were witnessed.

Outside a goods shed, truck after truck containing horses was shuttled to an opening, whence a temporary alley-way led to the main deck of the vessel.

As each truck came abreast of the alley-way, the doors were thrown open and the horses driven out in a mob towards the vessel. If they jammed whilst ascending, drovers climbed up the outside of the alley-way, grabbing at trailing headropes, or prodding the frightened animals on with anything handy. The noise was deafening. Once on the main deck each horse was caught by an attendant and led to its stall. Mostly they went quietly.

One infuriated animal, however, with a vicious gleam in his eye and bared teeth, plunged wildly. A young fellow had hold of the headrope, but the steady pull on it seemed only to madden the animal. It reared, came down, rushed the man holding it, turned sharply, and lashed out. The man dropped the headrope with a groan, and fell against the stalls. The horse, feeling its freedom, dashed along the upper deck down the companion way, and leaping all obstacles galloped forward towards the fore-castle head. In its mad career along the main deck, two other men made vain attempts to grab it, but on each the infuriated animal left its mark. At it got forward of the fore hatch, it swung to the left and caused consternation among the coloured crew and the staff of the ship. They fled in all directions, calling on all the deities known to man, as they scrambled and tumbled over one another in their efforts to reach places of safety.

Then an extraordinary thing happened. A small hatch (perhaps 6ft.) leading down to the fore-castle, where the coloured crew bunked was open, and down this the horse shot head foremost, striking an iron upright with its head in the descent. It landed on its feet, however, with barely a bruise on its body, and was found standing jammed between the bunks in stupid wonderment at its novel surroundings.

Each horse bore a number stamped on a diamond-shaped piece of tin fastened round its neck, and all were shoeless. Bay, brown, black, or chestnut in colour, they looked a nice level lot of from 14 to 14 1/2 hands in height. "They may look a bit weedy now," remarked an attendant, "but it's wonderful how a horse picks up at sea. Why, in a week, given good weather, they'll be a sight!"

Most of the horses, he explained, came from the south-western district, Wagga, Tabletop, Albury, and thereabouts, and range in age between 4 and 7 years. A horse being hauled and pushed up the steep incline from the main to the upper deck provided another incident. The last few yards he came with a rush, upsetting the man at the other end of the rope, rearing above him. Another drover, seeing his comrade's danger, hit the animal over the nose, and he turned, giving the fallen man time to rise. The horse now free made a dash for the clear space of deck between the officers' quarters and the bulwarks. Headed off and driven back into the stall lines, two men cautiously tried to circumnavigate the brute and seize the headrope, but in vain. Only when another horse was brought along and gradually pushed against the fractious animal until it was jammed tight against the stall rails, was it secured.

"If it is such horses as those that cause trouble on board," remarked the drover, "There's only six bad ones out of 200 that we've handled so far, and we've given each of them a double stall, so that they can thresh round a bit without doing much damage."

"There's a circus performance for you!" he continued as another black horse, impatient at restraint, danced around, pawing the air with his forefeet. "Sho, steady, old man, steady!" came the drover's voice, but instead of steady, the animal reared more wildly and at last succeeded in getting one of its forelegs over an awning beam. It took half-a-dozen men to extricate the horse from his awkward position.

The men who handled these horses are paid at the rate of £1 per week on the outward voyage, for a week on the return. There are 41 of them on board, with four superintendents, who are paid £15 for the round trip.

SHIPPING AND MAILS.

MAILS DUE.

American (*Doris*) 15th inst.
French (*Polynesien*) 15th inst.
American (*Manchuria*) 18th inst.
Canadian (*Empress of China*) 23rd inst.

The C. P. R. Co.'s *a.s. Empress of India* arrived at Vancouver at 4 p.m. on 9th inst. The H. A. L. Co.'s *Helen Almsall* from Rotterdam and Antwerp left Singapore for this port on 9th inst., and may be expected here on 16th inst.

TELEGRAMS.

[Reuters.]

Anti-Semitic Feeling in Warsaw.

London, 8th May.

There is a strong anti-semitic feeling in Warsaw in consequence of the Jewish shopkeepers and cabdrivers ignoring the Socialists. Prominent persons are persuading the Governor to investigate the disturbances on the 1st instant, with a view to allaying popular irritation.

Great Britain, France and Japan.

A SERIOUS SITUATION.

Later.

The Times in a significant article says that no more deplorable error could be committed by France than to suppose that the complaints of Japan can be treated lightly; while everything will be done to prevent a rupture of the entente, France must remember that England will have no choice but to comply, if the facts alleged by the Japanese are established, and Japan asks us to fulfil the obligations of the alliance.

The Japanese Minister had a prolonged interview with M. Delcassé on Sunday.

The markets are weak on the international situation.

Lord Lansdowne has made earnest representations to France in reference to the necessity of a strict observance of neutrality.

An official statement in Paris says that the Government has not only sent the most positive instructions to the authorities in Indo-China to enforce neutrality regulations, but has unremittently seen to the execution of these instructions.

[Shanghai Times.]

Chang-Yen-Mao Case.

DECISION OF THE APPEAL COURT.

Penang, 3rd May.

A wire from London states that Mr. Justice Farwell has heard the appeal lodged by the Chinese Engineering Company, asking that its name should be struck out as fellow-plaintiff with Chang-Yen-Mao in the action—Chang-Yen-Mao v. Moreing and others—on the ground that Chang-Yen-Mao had not received authority to use the name of the Company as plaintiff with him.

After Chang-Yen-Mao's counsel had been heard in argument, the judge decided to strike out the Company's name as co-plaintiff with Chang-Yen-Mao, and to make the Company co-defendants.

The question of costs was reserved. The amusement in court was general owing to Chang having won in the recent case.

[Mr. Justice Joyce, sitting in Court III, of the Chancery Division on 1st March delivered his reserved judgment in the case of "Chang-Yen-Mao v. Moreing and Others." The trial occupied his Lordship 15 days. The plaintiff was his Excellency Chang-Yen-mao and the defendants were his Excellency Chang-Yen-mao and the Chinese Engineering and Mining Company, of Tientsin, and they sought against the defendants, Mr. Charles Algernon Moreing, Messrs. Hewick, Moreing and Co., and the Chinese Engineering and Mining Company, Limited, a declaration that a memorandum, dated Feb. 19, 1901, signed by Mr. Herbert Hooper, the Chevalier de Wouters, Chang-Yen-mao, and Mr. Gustav Deiring, was binding on all the defendants, and for an order for the carrying into effect of the provisions of such memorandum. The memorandum provided for the appointment of Chang as director-general of the defendant company for life, and for the constitution of a Chinese Board. Judgment was for the plaintiffs.]

An application was afterwards made to Mr. Justice Farwell in the case of Chang-Yen-mao and the Chinese Engineering and Mining Company against Moreing and others. Counsel (Mr. Jenkins, K. C.) stated that his Excellency Chang seemed to have entered into an Anglo-Chinese alliance without consulting the Chinese Engineering and Mining Company, who were co-plaintiffs with him. On behalf of that company he had a motion to strike their name off the records. As a matter of convenience, however, he asked that the matter might stand over, to become effective on 14th inst., there being an undertaking not to take any further proceedings in the action in the meantime. The learned judge consenting, the application stood over for a fortnight. The above telegram gives the decision upon this application.]

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 10th at 7.55 a.m. the barometer has risen on the E. coast of China, and fallen in Japan and N. China.

A shallow depression lies to the South of Japan, and pressure is also low over Manchuria. Pressure is highest over Central China. Gradients continue slight on the China coast, and moderate N.E. winds may be expected in the Formosa Channel and moderate N. to E. winds over the N. part of the China Sea.

Forecast:—Moderate N. to N.E. winds, fine.

THE case of death of the woman which we recorded yesterday having been certified as cerebral hemorrhage and therefore natural causes, no inquest will be held.

COTTON AS CONTRABAND OF WAR.

THE CASE OF THE S.S. "RIVERDALE."

As so much attention was attracted by the case of the crews of the steamers *St. Helena* and *Ballerina Bridge*, who were charged with refusing to continue the voyage to Japan for fear of the Russians, it will not be uninteresting to refer to the case in which Captain George Gilbert Hay, master of the s.s. *Riverdale*, charged O. Jones at Bombay and ten other seamen on board the same steamer with refusing to do their duty, and proceed to Kobe.

The Magistrate at Bombay delivered the following judgment: "The accused before me are charged by Captain George Gilbert Hay of the s.s. *Riverdale* under section 83 of Act I of 1859, clauses 2 and 4, for refusing without reasonable cause to proceed to sea in his ship and for wilful disobedience of lawful command. All the accused plead not guilty. They admit having refused to do duty and say they are justified in doing so on the ground that the ship carries cotton which is a contraband of war according to Russian law and as there is every danger of their being taken prisoners by the Russian Squadron. The refusal to proceed to sea being admitted by the accused, the only question for consideration is whether the accused have a reasonable cause or not in refusing to proceed to sea in this steamer. In my opinion the accused have shown good reasons for refusing to proceed to sea. It is proved before me that this steamer carries an entire cargo of cotton. The question, therefore, arises whether cotton is a contraband of war or not. With regard to this point, the notification by the Government of India in the Finance Department, dated 6th July, 1904, and published in the *Bombay Government Gazette* of July 7th, 1904, page 720, part 1, clearly shows that the *London Gazette* of March 11th, 1904, announced that His Majesty the Tsar on the 8th and 21st, day of April was pleased to approve the order to include raw cotton in the list of articles declared contraband of war by the regulations which received the Imperial sanction on the 14th and 27th February, 1904. From this notification it is quite clear that the Russian Government have declared raw cotton as contraband of war. This being so, the question arises whether the accused before the Court are exposed to perils other than such as are incidental to a voyage for ordinary commercial purposes or not. The presence of the Baltic Squadron somewhere between Bombay and Kobe is admitted, and it could not be for a moment supposed that there is no probability of that Squadron capturing this steamer which, according to the views of the Russian Government, carries a cargo which is contraband of war. Captain Hay in his evidence says that the cotton that he carries is purely for commercial purposes. I believe the Captain when he says so. But the question that is bound to arise is whether the Russians will accept the Captain's word and treat the cargo as otherwise than a contraband of war. There is thus clearly a risk incurred by the crew of being taken prisoners and I think they are justified in refusing to proceed to sea in view of such a risk. The case of *Burton v. Pinkerton, L. R. Ex. 320* is on all fours with the facts of this case. In that case a seaman objected to proceed further on voyage on the ground that it was illegal and involved greater risks than he anticipated when he entered into the agreement with the Captain and left the ship. He afterwards brought an action for breach of contract, and it was held to have engaged that seaman for an ordinary voyage, and that the seaman was entitled to treat as a breach of contract his employment by the captain on a voyage which would expose him to greater danger than he had originally reason to anticipate and to recover damages for the wages lost in consequence of the breach and for the inconvenience naturally resulting therefrom. In the present instance it being shown that the accused exposed themselves to the risk of being captured, I think the excuse that they give for not proceeding to sea is a reasonable one. Accordingly I hold the accused not guilty of the offence with which they are charged and order them to be acquitted."

ON WINGS OF PETROLEUM.

THE USES AND BENEFITS OF THE MOTOR BOAT.

It is probable that motor-boat racing, the offspring of car racing, will outlive its parent. Most of us are beginning to look forward to the last of the Gordon-Bennett and to the possible banishment of all motor-car racing into the limbo of forbidden things. The lessons the Gordon-Bennett had to teach have been learnt, and an alteration in the distance or the weight of the car or some other condition will have to be made if the test is to be of any further value.

It is still otherwise with the motor-boat. There is certainly no question of the road, or more properly, the waterhog. A race on open water hardly interferes with marine traffic, and the lessons to be derived from racing are by no means exhausted.

BEHIND THE HOOD.

The best-known motor racing boats differ so vastly and in so many respects that to describe them one can only strike a comparison, and say that a motor-boat is like a motor-car inside a seagoing boat that has been built on the lines of a man-of-war's racing cutter. You sit in the stern of the boat and look forward; you might be in the tonneau of a car but for the motion of the waves. The boat I have in mind is thirty feet long and three feet beam. From her bow to amidships rises gradually a hooded covering, and at the back of this is a seat like the driver's seat in a motor-car. In front of the seat is a motor steering wheel with its ratchets for the

mixture, spark, and governor, and beside it a lever working the clutch. The sole difference between this and the motor-car is the absence of brakes.

Under the hood is the four-cylinder engine, with its wonderful array of bright copper pipes, brass tanks and force-pumps, looking to the uninitiated exactly like the engine of a powerful motor-car—and, indeed, there are only slight differences and additional pumps. The pumps on a marine motor are an important factor; some boats are more seaworthy than others, but all ship water when travelling at high speed, and this has to be pumped out as the boat proceeds, or the result would be disastrous. Ours is a good, seaworthy boat, but what sailors call "dirty." She will weather the roughest sea, but goes at it with her nose down, and we are obliged to cover her in forward, because of the wings of spray she throws up on either side. In a cross-wind they would flood us.

FACING THE STARTER.

The race I have in mind takes place annually on the outer edge of a big Continental harbour. It is open to all comers subject to certain measurements and time allowances. There were five entrants besides ourselves, representing the best motor firms of two other countries. The course had been indicated to us some time previously—a triangle, two sides of which together measured eight miles, and the base five.

Only four besides ourselves faced the starter at the mark-boat. There lay the fifth, tossing about helplessly about a mile away. She had broken something—such is the perversity of machinery—that had held its hidden defect right up to the moment when her startman let her out for a preliminary dash, to reassure himself that all was well.

Our boat, which is giving away time, crosses the line last. So the pleasure of watching our competitors get off while we come up behind—slowly—slowly—then with a touch of the ratchet the helmsman and driver start her away.

She shudders right through, as though she were going to be shattered, but she picks up her pace beautifully. A westerly swell and a slight cross-wind are our problems in seamanship as we dash down the line with our competitors fairly dancing under the vibration.

THE WHIP OF THE SPRAY.

The boat shakes so much that you feel she is horribly over-engineered, but she moves along splendidly between the two showers of foam that she throws up on either bow, and leaves a wide white wake that seems to be racing away from her.

Despite the roar of the driven spray on the cover, and the rush of air in your ears, you can hear every detail of the engine's movement, and you can tell in an instant if anything is wrong. There ahead are four other boats—one, a long way off, the three others nearer, and two of them drawing away from the third—and almost before we have thought about them we, too, are past the third.

Three in beat; two are having a struggle on their own account for the buoy; one of them (the one we most particularly wish to beat) gets it easily, and is away on the new course, skimming along the surface of the water, hardly rising at all on the waves, yet seeming to throw up no spray, and to be going as steadily as a skimming sea-bird. The other never gets there. Something goes wrong, and we pass her in an instant, turn the buoy and wave her skipper farewell as we dash off on the next course after our competitors.

TOO MUCH OIL.

With the wind behind we let her out a little, and the racing becomes pleasant. We ship less water, and what we get falls with less than the force of hailstones. Distances seem to remain the same—no, the leading boat is coming back a little. Presently a thin smoke is blown from her; she is burning too much oil, and we know what that means. We can see her skipper (he is a Frenchman) excitedly waving directions to his engineer, and as we come up with her she is sunning by impetus alone.

The one boat ahead is going as well as ever. But we have still "a bit up our sleeve," and as we turn the mark-buoy into the last stretch we run at our top speed—a fraction above safety point, perhaps; but motor racing is a matter of such risks. We run into the teeth of the weather. The seas we churn up pour into the boat. We seem to cut right through the wave crests like a plough, and sometimes the boat appears to give a jerky sort of leap, as though she would jump them.

Our opponent skims along, his white hull travelling the surface of the waves with wonderful smoothness. Yet we have lessened the distance down to a matter of a few lengths. We are already within his time allowance. But it is an absolute win that we want, and we make an absolute win of it, racing him neck and neck to the mark-boat, and finishing with a few yards in hand.

LESSON IN FAILURE.

What the race demonstrated is a matter of history, and need not be told here. But it was in such a manner that all the most important improvements have been discovered, first by finding the need of them, and then by supplying the want. It is to racing that one must look for the many improvements that will have to be made before the motor-boat finds favour in its true field.

Already it is beginning to divide the honours of harbour work with steam; as we returned to port after the race, for example, we saw the ships receiving their evening mail from a quick motor-launch run by a postman in uniform, and numerous persons being ferried to the point in shallow launches propelled by petrol right in to the shelving shore. Every year, moreover, the number increases of those who are waking up to the advantages of cheapness and simplicity of petroleum propulsion on river and lake.

As to the boats that broke down, all one can say is that such disasters are incident to racing in any form. Quite as much of progress is due to failure as to success.

H. G. D.

SHIPPING JETSAW.

THE S.S. "KATHMANDU."

The telegram printed in one of our morning contemporaries to the effect that the s.s. *Kathmandu* has left Amoy for Hongkong will be of interest to those who have watched the complications which have arisen in the Heath Line in connection with blockade running. As we pointed out in our columns a fortnight or so ago certain steamers of this line have been fixed out nominally to Manila, Shanghai, and Amoy, the ultimate port really being Vladivostok, and apparently the owners run the war risk themselves at any rate, that risk is not insured against. These steamers being heavily mortgaged, the mortgages were not only them, but the rest of the fleet; and, in the case of the steamers bound for Vladivostok, have stopped them, and are giving the merchants at home notice that one cargo will be landed at Colombo, from the steamer (*Kathmandu*) which recently arrived at that port; another being at Manila; and the third at Amoy, the nominal destination.

SHIPPING FREIGHT WAR.

The attack by the Hansa Line on the British India and Peninsular and Oriental Companies has led to a freight war involving other British lines. It is stated that cargoes for Calcutta are now being accepted at five shillings per ton from England and 7s. 6d. from Antwerp. The struggle originated with the Hansa's circular granting bonuses to shippers undertaking to boycott rivals.

VESSELS LOST IN THE WAR.

JAPAN STRONGER IN TONNAGE. An official list, so far as details are yet recorded, of the ships, other than war vessels, destroyed during the war has just been received from Tokyo, the latest mercantile "casualty" included being the British ship *Oakley*, taken by the Japanese on January 18 last. During 1904, Russia lost to Japan 13 vessels in all, chiefly during the early part of the year, the *Mukden*, being captured on February 6 and the *Talia*, the last in the list, on April 13. In addition to these, Japan captured and confiscated three British ships, the *Veteran*, *Nigeria*, and *Kling Arthur*, France losing the *George* and Germany the *Fulda*. In all, 5 steamships, including the British *Harping* and *Mukden*, were taken by Japan and released during the year 1904, while the *Nidetta* and *Andrick*, sailing ships, were captured.

Russia's success on the sea during that year included the sinking of three Nippon Yusen Kaisha vessels, of 6,000, 4,000, and 3,000 tons respectively, and the *Najano ura-Maru*, of 1,000 tons, owned privately, four other craft of small tonnage, and the privately owned *Settsu Maru*. In addition to these, Japan, of course, lost the 17 vessels sunk by themselves at the entrance to Port Arthur, the total of which is given as 35,208 tons. Notwithstanding these losses, Japan's energy has resulted in the acquisition by purchase abroad of 53 new steamers and the building of five others—in all, 144,258 tons—so that during the war period her merchant navy shows a net increase of 76,528 tons.

AN INDIFFERENT OFFICER.

This morning William Flemming, chief officer of the s.s. *Kensington*, was placed before Mr. Hazeldan, charged with neglect of duty on board the ship in the waters of this Harbour on the 8th inst.

Mr. John Hays appeared for the prosecution, the defendant being unrepresented.

In stating the case, Mr. Hays said that the defendant was frequently badly drunk on board and neglected his duty. The vessel was about to proceed on a long voyage to Mexico with Chinese passengers, and it was imperatively necessary that the officers should keep sober.

His Worship remarked that the defendant was not charged with being drunk but simply with neglect of duty.—Mr. Hays replied that getting drunk was itself a neglect of duty.—His Worship said if a man was drunk he could not attend to his work. Mr. Hays: That is "neglect." Defendant said he did his duty all the time as usual.

To the Court—It was a matter of indifference to him if he was discharged from the ship or not. He had been 13 years in the Company, but now his health was not good, as he had swollen feet and legs.

His Worship asked if there was no way of settling the case out of Court, or whether the Harbour Master could not deal with it.—Mr. Hays said it could not be settled, and they had seen the Harbour Master and he could not discharge the man. His Worship said the case must go on.

Robert Dower, master, said that the defendant was chief officer. He remembered that at this point on the 19th of February defendant was very drunk, and witness was called from his bed at midnight, and a communication was made to him by the steward, and he went to a Chinese cook's room and saw the chief officer sitting there and beating the deck with a big stick. When told to go to his room he used most filthy and abusive language, and witness called the chief engineer to witness the man's conduct. The next day witness asked defendant to apologize for his conduct, but he only replied with worse language. On the 8th inst. he told defendant to move some timber in the 'tween decks, which he did in a most slovenly manner. He was in a state of drunkenness. He entered the saloon and banged his certificate on the table, and using filthy language, told witness he could do what he liked with it. Witness left the saloon and went to the chart-room. Next day when the shipping master went on board to sign on the crew, defendant threw his certificate down on the chart-room table and told him to send it to the Board of Trade, as he had no use for it. He was remonstrated with, and left, taking the certificate with him. Witness lodged defendant, who said he was ill, and Dr. Gibbon was sent for, and he stated that defendant was suffering from dropsy. Witness never on any occasion blackguarded defendant.

Andrew Forsyth said he was chief engineer of the s.s. *Kensington*. On the 8th inst. he saw

the defendant. He was a little out of the usual, but he could not say he was drunk. He heard the Captain read an entry in the log book, to the effect that the defendant was drunk. When he signed that entry he only thought he was signing as witness to the master's signature and not as signing that the man was drunk. The usual state of the defendant was absolutely testotal.

Alexander Sutar, the second officer of the s.s. *Kensington*, said that on the 8th inst. defendant was a little under the influence of liquor. In witness's opinion he was in a fit state to go on with his work; he gave him his orders alright. When in port witness got his orders usually from the officer.

The case was adjourned for the attendance of Dr. Gibbon. After a short adjournment, Dr. Fredrick Gibbon stated that on the 9th inst., about noon, he was on board the s.s. *Kensington*, and examined the defendant at the request of the captain. He found him to be suffering from dropsy, and slight paralysis. His heart was weak, but not diseased. Such a state of health could easily be brought on by excessive drinking, and thinking that he directed his questions along those lines, and was told that he had had no drink for three days; that he usually drank gin for his health's sake. He was not then in a fit state to work, and witness gave him a certificate to that effect, but did not say anything about his drinking as he did not want to do the man any harm.

A. G. Herries, shipping master, testified to the conduct of the chief officer in the chart room on Monday, the 8th inst., and gave evidence corroborating that given by the captain, added that defendant was very much excited, but witness could not say if it was the influence of liquor or not.

His Worship said the man was not fit to go to sea and that it might be as well for him to be discharged.—Defendant said he was willing to take his discharge and go at once to England.

Captain Dower said he could only consent to discharge him if he undertook to go home at once, but suggested that as he would have a doctor on board it would be better for the man to go home on the ship, but not as an officer.—Defendant said he would go home at once if the owners would pay his passage.—Captain Dower said they would not do that.—Defendant then said he had done his duty on the 8th as he had done it for the past 13 years.—Mr. Hays said that the captain had no vindictive feelings against the defendant, and was acting under the instruction of the owners, and that if His Worship would convict then the shipping master could send him home as a distressed British seaman, and so he would relieve Capt. Dower of all further responsibility.—His Worship said the defendant was charged with neglect of duty, but the one solitary point brought before the Court was the careless handling of some wood. There was nothing to justify a conviction, and defendant must be discharged.

COMMERCIAL.

BRITISH NORTH BORNEO.

Nothing has transpired to account for the sudden spurt in the price of these shares the other day, remarks a writer in the City column of a home journal. The accounts are not due till July, so we shall have to wait some time for definite information as to the progress of the company. There are unquestionably great possibilities in the development of this region, and reports from the oil-fields are very satisfactory. But from the dividend point of view the record has been distinctly disappointing, and it may be advisable to moderate enthusiasm until it is seen how far it is supported by a solid foundation of profit-earning capacity.

Today's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF SHEN TEE SUEN, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for CREDITORS and others to send in their CLAIMS against the above Estate to the Eighth day of August, 1905.

All Creditors are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated the Tenth day of May, 1905.
DEACON, LOOKER & DEACON,
Solicitors for the Administrator.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'clock TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 9th May, 1905.

Intimations.

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Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

Hongkong, 29th April, 1905. 1521

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905. 168



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NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	10th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	31st May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTSE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"NINGCHOW"	13th May.
ALL PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	21st June.

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Hongkong, 9th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th May.

TSINGTAO, CHEFOO and TIENTSIN	"CHIHLI"	16th "
CEBU and ILOILO	"SUNGKIANG"	23rd "

CEBU and ILOILO	"KAIFONG"	25th "
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* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unqualified Surgeon carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at Through Rates for all New Zealand and other Australian Ports.

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BUTTERFIELD & SWIRE,
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Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 20th May, at Noon.

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GENERAL MANAGERS.

Hongkong, 6th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	18th May, at 4 P.M.
"NORDPOL"	15th June.

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Hongkong, 6th May, 1905.

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SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.PORTLAND, OREGON,
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THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,481	Bable	May 16th, 1905.
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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REDUCTION IN PASSAGE RATES.

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Leave Hongkong for Canton at 9 a.m. every evening (Saturday excepted).

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
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SHANGHAI ... HANGSANG ... THURSDAY, 11th May, 4 P.M.

MANILA ... YUENSANG ... FRIDAY, 12th May, 4 P.M.

SANDAKAN ... MAUSANG ... SATURDAY, 13th May, Noon.

SINGAPORE, PENANG & CALCUTTA ... KUMSANG ... TUESDAY, 16th May, 3 P.M.

TIENTSIN ... WOSANG ... THURSDAY, 18th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M.

returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First " " " " (to Macao 2.00

" " " " (with Cabin 3.00

" " " " (to Macao 3.00

" " " " (with Cabin 5.00

" " " " return " " with Cabin 5.00

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. Persuance.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905.

1523

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY via SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN

and GENOA.

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE,

ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Capt. Cogliolo, will be despatched for the above

Ports, on SATURDAY, the 13th instant, at

Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 6th May, 1905.

1547

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above

on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 17th April, 1905.

1564

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship

"HONAM,"

2,363 tons,

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.

Arriving at Macao about Noon.

From Macao 7 P.M.

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$2. Return \$4

Second Class, Single \$1. Return \$2

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 16, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 2nd May, 1905.

1539

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 31st May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 9th May, 1905.

1550

HONGKONG-MACAO LINE.

S.S. "WING CHEI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 7.30 A.M. and on Sun-

days at 8.30 A.M. Departs from Macao on Week

Days at 2 P.M. and on Sundays at 6 P.M.

FARES:—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single,

50 cents; Return, 10 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied

either on Board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of \$2.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3

extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on pro-

duction of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 14, Victoria Street.

Hongkong, 1st May, 1905.

154

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIEN."

Captain —, will be despatched for the above

Ports, on or about MONDAY, the 15th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th May, 1905.

17

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the

above Ports, on SATURDAY, the 10th June,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Ap-
paratus, which ensures the supply of Fresh Pro-

